

# SHIPPING & WATERFRONT NEWS

## WOODEN 'WASPS' TO CHASE 'SUBS'

### THREE STEAMERS BUILT IN S. F.

### PACIFIC PORTS HAVE FULL DATA

Details of construction of the "sea wasps" which are being built for the United States to act as submarine chasers are printed in the San Francisco Examiner of April 7, which says:

"The northern part of the Pacific coast where lumber is quickly and cheaply obtained is to be the center of a rush order of 'sea wasps' for the United States government. Orders for 200 of these submarine chasers have already been given."

"Barney Lanteri, the Pittsburg boat builder, returned yesterday from Portland and told of the activities of government agents in the lumber zone.

"Every wooden yard has been asked for a price on certain numbers of 'wasps.' It is understood that a definite general price in the lumber zone of \$15,000 per hull has been arranged for."

"The 'wasps' are almost exactly of the same type as those being built by the thousand for the British navy in the East. They are 110 feet over all and only 15 feet beam. The draft is slightly only about 4 feet 6 inches, but they have a false keel to give them stability without interference with the propeller."

"The 'wasps' will be equipped with triple screws, each driven by a four-cylinder semi-diesel, duty engine of the Van Blerck type, 350 horsepower each. The government will provide the engines and all machinery. Their speed will be 22 knots."

"The equipment of these vessels as provided for the ones now being built for the Allies includes electric light, wireless plant and apparatus, bathroom, gallery, court room, staterooms and roomy forecastle quarters. Pilot house and flush deck forward, with minor deck house aft of the pilot house."

"This type of vessel has proved the best submarine chaser in the Atlantic ocean and in the war zone so far.

"There will be, of course, certain features of the equipment, some of them recently invented in this country, which are government secrets."

**MAUI WILL TAKE OUT FULL CARGO**

Practically a capacity passenger list will leave on the new Matson flagship Maui, according to the local agency, Castle & Cooke, today. There are now booked close to 300 first cabin and a full steerage.

Cargo leaving on the new liner's first voyage from Honolulu will be capacity as well. It will total 9700 tons, one of the heaviest cargoes leaving here on a Matson liner in some months.

The Maui's outgoing cargo will include 1600 tons of sugar of which 1300 are from Kahului and 300 from Hilo, the balance from Honolulu; 500 tons of molasses from Hilo and 400 from Honolulu; 11,000 cases of canned pine from Honolulu and 4000 cases from Kahului; and 4000 bunches of bananas from this port.

Passengers booked to leave on the Hill liner Great Northern at the local agency, Fred L. Waikiki, Ltd., include to date 135 first cabin and a full second cabin and steerage.

The Aya Maru of the T. K. K. arrived here from Yokohama at 11:45 Sunday morning and is at Hilo today discharging 221 tons of cargo.

The number schooner Robertina is having some new beams, hatch combings and other fittings put on at the Inter-Island drydock today.

The British steamer Tacoma is cleaning out her holds today at the railroad wharf. She arrived Saturday from Port Arthur via the Canal.

**MATSON OIL TANKS AT CROCKETT ARE LARGE**

Vessels of the Matson fleet will take oil in future exclusively at Crockett instead of on the San Francisco side of the bay.

The two big oil tanks on the new Matson Company land near Crockett have been completed, and will be filled to their capacity of 55,000 barrels each within a few days, says the Examiner.

The company bought the land and installed the tanks as a matter of convenience and precaution to insure immediate supply of oil at any time their ships need it. The Matson boats all go to Crockett to discharge sugar and the new tanks will enable them to take on fuel there without coming back to this side of the bay.

A big "alohe" was extended Sunday by the people of Maui to the new Matson flagship Maui, which arrived at Kahului early Sunday morning and remained there all day. The Maui is at Hilo today discharging Hilo freight and loading sugar. She took on canned pine and sugar at Kahului.

**BY AUTHORITY -**

## A PROCLAMATION

WHEREAS, the Congress of the United States has declared that a state of war exists, and

WHEREAS, the desire of the War Department is to recruit the National Guard of the United States of America and the various states and territories up to full war strength, and

WHEREAS, all men enlisting since war was declared will be discharged immediately upon the termination of the existing emergency and not compelled to serve a full term of enlistment, and

WHEREAS, the Hawaiian National Guard has proved itself a leader among all of the National Guards of the various states and territories.

NOW, THEREFORE, I, LUCIUS E. PINKHAM, Governor of the Territory of Hawaii and Commander in Chief of the Hawaiian National Guard do request that every man physically fit and not otherwise exempted from duty do immediately volunteer his services to the United States of America and the Territory of Hawaii and enlisted forthwith in the National Guard of Hawaii for the period of the war's duration.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the Territory of Hawaii to be affixed.

Dated at the Capitol, in Honolulu, this fourteenth day of April,

A. D. 1917.

(SEAL)

LUCIUS E. PINKHAM,

Governor of the Territory of Hawaii.

BY THE GOVERNOR:

WADE WARREN THAYER,

Secretary of Hawaii.

1917

## BREWERY STOCK WEAKEST POINT

The Star-Bulletin has received a copy of "Frank Waterhouse & Company's 'Pacific Ports'" (third edition), a comprehensive commercial geography, commercial dictionary, transportation guide and marine manual of the Pacific Ocean countries and islands. The publication also contains full instructions for importers and exporters. It is distributed by the Technical Publishing Company, Seattle, contains 400 pages and is \$3 net.

Starting with Alaska on the north, its geographical section follows the west coast of Canada, the United States, Central and South America, embraces the islands, large and small, of the Pacific, and follows the east coast of Asia to Siberia. A description of each country and island is given; the customs regulations to be followed by exporters and importers, facsimiles of the consular documents required for each and detailed information about each harbor are included.

In the commercial section are given the sources of supply of the world's commodities and a dictionary which gives the names, sources of origin and uses of everything that enters into commerce.

**Customs Rules Made Plain**

The United States customs and other regulations are interpreted for the hurried business man who has no time to go through the involved pages of innumerable government documents to find out what "drawback" means or how many attendants he must provide for a shipment of horses to a foreign port.

**Tables Are Complete**

The section devoted to tables is unusually complete. The monies of all the countries on the Pacific are reduced to their American equivalents as are the weights and measures.

The only table in existence that gives at a glance the freight on a given number of tons charged for on a measurement basis is in the book. The distance tables are arranged so that it is easy to ascertain the number of miles between two even unimportant points on the Pacific, while the distances between the leading ports and the other important ones of the world are given in detail.

The transportation section is the only complete primer devoted exclusively to Pacific shipping published.

The mariner who sails that ocean will find it of value and for the shippers of goods to any point on the Pacific Ocean it will be indispensable. The traffic official who has this volume at hand will be able to answer any question about our western trade.

**Territory Is Included**

The section devoted to Hawaii describes the islands, their climate, products and population. Honolulu is described briefly and pilotage rates for the port, Kahului and Hilo, as charged by the board of harbor commissioners, are given. The Inter-Island Steam Navigation Company and its drydock are given considerable space.

**HARBOR NOTES**

The lumber schooner Reapal, from Honolulu March 23, arrived at Willapa Harbor last Tuesday.

The Inter-Island steamer Claudine arrived Sunday, bringing 30 head of cattle, an automobile, a motorcycle, 10 barrels of wine, a crate of turkeys, 69 bags of cabbage and 110 packages of sundries.

Because of America's war with Germany, many reservations for the Pacific Mail liner Venezuela were canceled, it was learned when the steamer arrived Saturday afternoon from the mainland. The Venezuela brought 15 bags of mail.

**Sugar awaiting shipment**

on Kauai is reported by Purser Thompson of the Kinau to be as follows, by plantations and bags: Keleka, 7300; V. K., 2600; Kilauea, 4500; Lehua, 25,800; McWayne, 61,584; Kolou, 13,396; Hawaian Sugar, 15,802.

The Inter-Island steamer Kinau brought the following freight from Kauai ports: Sugar, 6000 sacks; 300 head sheep, 302 bags rice, 55 bags taro, 39 bags molasses feed, four drums molasses, 14 bundles hides, 20 bags coconuts, 9 tons chains, 1 automobile, 148 packages sundries.

**Henry Waterhouse Trust Co., Ltd.**

Members Honolulu Stock and Bond Exchange

Fort and Merchant Streets

Telephone 1228

**25TH INFANTRY COMING  
IN FOR GUARD DUTY TO  
REPLACE 2ND INFANTRY**

The three companies of the 1st Battalion, 2d Inf., which has been camped in the Capitol grounds for the past two weeks in command of Maj. Palmer broke camp today and returned to Fort Shafter. Co. D returned several days ago.

To take its place, the 1st Battalion of the 2d Inf., under the command of Maj. Nelson, came in today from Schofield Barracks and camped at Fort Armstrong.

Co. I, Capt. Hunt, 2d Inf., will remain on guard at the United States immigration station.

Commodore William R. Cole of the Volunteer Yacht Club, at Lynn, Mass., telegraphed President Wilson offering the club house as a rendezvous for the naval brigade.

Edwin Gould of Ardsley-on-the-Hudson, will be appointed administrator of the estate of his son, Edwin Gould Jr., who was killed while hunting at Brunswick, Ga.

**HELP WITH INVESTMENT.**

Live man with \$100.00 cash, 1% interest

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results of \$35.00 to \$50.00 weekly

each, if you are a hustler and can

decide quickly, ring 2665, Mr. Wal-

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**NOTES.**

Use of Ford car, 5-passenger, for at

least one month. Address Box 595

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**SITUATION WANTED.**

All stenographer desires permanent or

temporary position; over ten years

experience, various lines; engineering, insurance, law, auditing, etc.

good references. Address Box 597,

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